IN THE CLAIMS:

Please cancel claims 11, 13, 15, 16, 20, and 21.

Please rewrite claims 1, and 17-19 as set forth below in clean form. Additionally, in accordance with 37 CFR 1.121 (c)(1)(ii), amended claims 1, 17-19 are set forth in a Marked Up Version in the pages attached to this amendment.

1. (Thrice Amended) A method of operating a brake assistant system which comprises a first mode of operation in which the brake assist system is not actuated, a second mode of operation in which after recognition of an emergency brake situation a pressure build-up of wheel brakes is generated, and a third mode of operation which is provided for the transition from the second into the first mode of operation, comprising the steps of:

monitoring the master cylinder pressure in the third mode of operation,

determining when the wheel brake pressure is excessively elevated compared to the monitored master cylinder pressure, and

controlling the amount of excess elevation by functionally correlating the wheel brake pressure with the monitored master cylinder pressure throughout the duration of the third mode of operation, wherein the controlling step further includes determining a momentary value of the wheel brake pressure by multiplying a momentary value of a time-dependent excess elevation function with a momentary value of the master cylinder pressure throughout the duration of the third mode of operation and wherein said controlling step further includes keeping the excess elevation function constant in time intervals in which the master cylinder is increasing.

17. (First Amended) The method according to claim 1, wherein the momentary value of the excess elevation function is a function of a previous course of the master cylinder pressure.

18. (First Amended) The method according to claim 1, further including the step of presetting a maximum value for the excess elevation function.